

## **June 2000**

DDSC club aircraft have already broken the target of 1500 hours set for this financial year. This milestone was passed in mid-May and we are now well on the way towards 1600 hours.

### **President**

Airfield earthworks are now almost complete at McCaffrey Field. Hundreds of tonnes of earth have been shifted during an intensive week-long operation involving graders, scrapers, front-end loaders and dollies. (No wonder Dudley was involved. Ed.) Those areas of the strip containing stones have been graded out and replaced with sandy loam. Embankments and built up areas have been created on the southern side of the main hangar, the south of the clubhouse and at the eastern side of the Moore/Griffiths hangar. Fill has been placed strategically to create a cross strip running SW/NE at the western end of the field. The foundation for the SW extension of the main hangar has been graded and a pad prepared for the new water tank. This is a major step forward for the club in improving and correcting our basic facilities. Together with the greater width of the existing airstrip made possible by the land purchase from Shane McCaffrey, these earthworks really consolidate our investment in our future at McCaffrey Field. The 12/30 runway is now clear of loose stones and the damage which they can cause to the undersides of aircraft. Thanks to Shane McCaffrey for proposing this solution and for supervising the works and to Trevor Bange for organising this very important upgrade. Special thanks to Peter Griffiths, John Moore and Dudley Waters for their generous donations towards this undertaking.

### **Working Bee**

The rain came a day early and made the 27<sup>th</sup> a quagmire. This is now postponed until Saturday 3<sup>rd</sup> June. There will be plenty to see and do, so please make the effort.

### **Facilities**

The Jondaryan Shire Council has approved the runway land acquisition and we are now awaiting a survey. The southern hangar extension earthworks are close to completion. Des Cramer will coordinate construction and materials will be purchased before the end of the financial year. Andrew Georgeson is proceeding with work on the pressure pump tank the submersible pump power point and the relabelling of the switch boxes.

### **Weather Station**

Mike Codling has taken delivery of the weather station and is trialling it at his home. This will go on-line at the club 1<sup>st</sup> July as the committee has resolved to make up any funding shortfall. The generosity of a number of members has endorsed this project as well as getting it started. We are also grateful to DICK SMITH ELECTRONICS for support. The trial weather website can be viewed at [www.ddsc.org.au/weather](http://www.ddsc.org.au/weather). Have a look and give us some feedback and/or suggestions.

### **Youth Soaring Scholarships**

There have been 2 applications, 4 phone enquiries as well as other expressions of interest from Oakey AAC, Chinchilla flyaway weekend, etc.

### **Marketing**

1000 more club business cards have been printed. These follow on from the initial run of 500 and it is very pleasing to see that these are being used. They are of no promotional use hiding in your wallet or in the dressing table drawer, so pass them around.

### **Olympic Torch Relay**

The torch passes by our club on Saturday 10<sup>th</sup> June. It moves by motor transport along the highway but is run around the villages and townships. We intend to stage flypasts over Bowenville and Jondaryan, at least. If you are interested, please contact Ralph Henderson or Murray.

### **Chief Flying Instructor**

Air Services Australia has renewed the agreement for (wave) soaring at the Bunya Mountains. Nimbus 2C (GAW) will be coming on-line from June. Approval to fly will be through me. The LS7 main wheel has collapsed on landing again, damage is only superficial and will be taken care of at the annual overhaul. The electronic "gear" alarm will be checked and adjusted, if necessary. The undercarriage control on this aircraft must be locked positively into the detent. Remember that it is club policy that all pilots converting to a new aircraft must have read and signed the flight manual in the clubhouse. Special features (such as the LS7 undercarriage control) should be covered in the conversion briefing. Instructors should be familiar with all club aircraft, ideally having flown them all. All solo pilots are requested to check their logbooks for annual flight check review dates. The airstrip and surrounding areas have to be seen, to be believed. There is bare earth everywhere so please stay on the grass for takeoff.

### **Airworthiness Officer**

The LS7 canopy has been broken in the vicinity of the clear vision panel. Care must be taken when opening canopies that NO STRESS is taken by the transparency. Thanks to Dudley for repairing the crack, it is not possible to make "invisible repairs" at club level so this aircraft will carry the scar for life. By way of interest, a new canopy would cost at least \$3000.

There is an Airworthiness Directive for the SZD50 Puchacz prohibiting spins and aerobatics. Extra care is needed when de-rigging the Cirrus to prevent the wing spar connections from slipping out of place when the locking pin is released. It requires an adequate number of strong helpers and/or a wing stand to support the wings. All club aircraft will come due for Form 2 annual inspections from this month onwards. Please contact me if you are able to help.

**AG**

The April edition of "Australian Gliding/Skysailor" was lost by Australia Post. It will be reprinted and included with the July edition.

### **QSA**

The AGM will be held at Kingaroy in August. DDSC has not had a representative of the executive for a while and we are the largest and fastest growing club in Queensland. Contact Hope Ball or Dave Donald if you are interested in serving the gliding movement for a term or two. If you are someone who is concerned about the national magazine, the direction GFA is taking, etc.; you really should "have a go."

### **Aero Club**

Trevor Bange and Murray met with the DDAC and a number of positive steps were taken, all of which have been endorsed by the committees of both clubs: an exchange of newsletters (at least at executive level), Murray to write a page about DDSC for the next two editions of DDAC's "Slipstream", DDAC are inviting us to the Toowoomba Airfield open day in September. In addition to this, Graeme Geraghty, CFI/Manager of DDAC, has offered to give a presentation on airspace and radio procedures to our members.

## ***DARLING DOWNS AERO CLUB A Summary<sup>1</sup>***

In 1911 the first aircraft to land at Toowoomba landed on the site of the present Toowoomba Airport at Wilsonton. It had flown up from Warwick. There was little further aerial activity until after World War I. That War had produced many pilots and many cheap and available aircraft. In Toowoomba they congregated at the Wilsonton Airport site. By 1928 the site was well established as an airport. The Toowoomba Aero Club had been formed and Qantas was operating a scheduled service from Brisbane/Archerfield to Toowoomba airport and on to Roma, Charleville and Longreach

In 1936 Toowoomba became the first port of call on Australia's first scheduled airline flights to London. Qantas DH86 4 engine bi-planes, the 4 engine international heavy of the day, took off from Archerfield and stopped at Toowoomba on their way to Singapore. I would like to see Qantas' current 4 engine heavy try that now, but only once.

Shortly after the start of World War II the Toowoomba Aero Club disbanded itself as a patriotic gesture and it was not until 1946, under the presidency of Dr. Mervyn Hall, that an aero club was re-established in Toowoomba. It was then called the "Darling Downs Aero Club", with a view to being the Aero Club for the entire Darling Downs region and southwestern Queensland. They set up in a tent in Bridge Street, near the corner of Greenwattle Street. The Royal Queensland Aero Club sent up Tiger Moths every weekend for flying training. By 1952 they progressed to the extent where they engaged a full time instructor and purchased the first aeroplane, a Tiger Moth. Not long after that, a cottage was built in Bridge Street and this became the home for the Aero Club for a number of years, until it burnt down.

In those halcyon days flying training was subsidised by the Federal Government

who thought it was advisable, for the defence of the Country, to have a pool of qualified pilots available to serve in the military.

There was a Department of Civil Aviation who believed its function was not only to regulate aviation but also to promote it. It owned the Oakey airport which had been a major RAAF Base during the War. Sir Donald Anderson ran the Department and on a visit to Toowoomba, the then DDAC President, Jack Kelly, pointed out to him that the Club needed a hangar and there were plenty of hangars at Oakey. Sir Donald arranged for the sale to the Club, for the price of 1 peppercorn, one of the Bellman hangars at Oakey on condition that the Club pay for the removal and reconstruction. Jack Kelly was, and still is, a builder and arranged just that. The Club constructed its Bellman hangar on the southern side of the airport in the new Mutze Street off Greenwattle Street. Not long after that they found the money to build a small brick building for its Club rooms on the eastern side of the hangar, having already constructed a lean to on the western side which contained office space and instructor's rooms.

A hangar, which had been built next door, became available in the mid-1960's and it was purchased by the Club. It became the central point for operations of the Aero Club and remains so today. The Club peaked in 1968, the last year of the subsidy scheme. In that year they flew 8,000 hours in Tiger Moths, Chipmunks, Austers and Cessna 172's as well as a Victa Air Tourer.

Since then aircraft hours and utilisation have decreased to about 3,000 hours per year but are now showing signs of increasing again. We have just completed construction of extensions to the Club's office building which provide more facilities for briefing of students, a better office administration area and updated facilities generally.

The Club now has full time flying staff of 3. Our CFI Manager Graeme Geraghty is one of Australia's most experienced Instructors. He has over 10,000 hours of instruction time and has been awarded the Master Instructor Certificate by the Royal Federation of Aero Clubs of Australia. He is one of 3 members of the Technical Advisory Committee of RFACA. He has approval to train and test for private pilot licence, commercial pilot licence, instructor rating and night VFR rating. Our Deputy CFI, Matt Handley, initially learnt to fly at the Darling Downs Soaring Club. Matt is now a Grade 1 Instructor. Matt specialises in the more exotic flying. His 2 seater Pitts Special is on line and is the aircraft used for aerobatic endorsement training at the Club. Aerobatic joy flights are available at a most reasonable cost. Matt also does the tail wheel endorsements, but not in the Pitts. In his spare time he flies the aircraft in the Zuccoli Aircraft Collection - including the Ryan STM, Fiat G51, T28 Trojan and Boomerang Fighter. The Junior Instructor, Tim Berry is a graduate of our own Instructor School and former committee member of the Club. He is presently a Grade 2 Instructor.

Our own LAME, Alan Pickard maintains all the Club's aircraft in-house, in our own workshop. The Club's fleet comprises: -

- 3 PA38 Tomahawk basic trainers;
- 2 PA28-161 Piper Cherokee Warriors;
- 1 Cessna 172;
- 1 Mooney 201;
- 1 A36 Bonanza.

Also available for hire through the Club is a Diamond Katana and, for those

suitably qualified, a Piper Lance.

The principal object of the Club is the promotion of aviation in Australia and in southern Queensland, in particular. We support aviation in all its forms, but we emphasise safe, affordable, enjoyable flight. Anyone with an interest in aviation is welcome at the Club. If you have never flown in a powered aircraft and would like to try, at no cost, come along on the last Sunday of the month. We hold a flying competition every month, on the last Sunday starting at 2 o'clock and the back seats are always available for passengers. We would love to see you and talk about the differences between soaring flight and powered flight and to swap yarns generally. I look forward to seeing you.

Graham King – President – Darling Downs Aero Club

### **Social**

I know that we have “social” members, so this is for you (as well as the flying ones, of course.) Combined bus trip with DDAC around the Downs on Sunday 16<sup>th</sup> July. Departing DDAC at 10 AM and traveling to Rudd’s Pub at Nobby via other points of interest. Lunch at Rudd’s, complete with readings of works of “Dad and Dave” (Steele Rudd/Arthur Hoey Davis) and then on to more “spots” and back to the Aero Club. Cost is \$25 per person, which includes 2 course lunch of roast prime rump beef. RSVP to Murray Knight DDSC (3351 2083) or Nadine O’Neill of DDAC (4633 7610) by Monday 10<sup>th</sup> July.

### **Notable Flights**

Dudley Waters and Darien Jenik 3.41 IUR, Roger Lavers 5.04 XOW, Tony Cavanna 2.18 2.53 MV, Jim Somerville 1.57 RI 2.01, 2.00 MV, Allan Latemore 2.01 WQR, Russell Bennett 2.59 WQR, Allan Latemore and Steve Harris 2.50 IUR, Chris Aniftos 4.20, 3.54, 2.42 XOW, Dennis McCaffrey 3.05 GH, Roly Sundell 3.06 GZO, Richard Hoskings 2.31 FQR, Owen Jones 3.24, 4.15 EC, Peter Griffiths and Lars Zehnder 2.50, 3.24, 3.53 XY, Shane McCaffrey 2.30 RG, Andrew Georgeson 2.44 AG, Dudley Waters and Ralph Henderson 3.40 (and 200km!) RI, David McManus 5.30 XOW, Bob Ward 3.53 BW, Trevor and Don Hamley 2.01 IUR, Don Abel and Hardy Krueger 2.30 RI, Murray Knight 4.10 FQR, Stephen Harris 3.33 WQR, Peter Hastings 2.00 XOW (- noticed the “missing man?” – Dudley has been out of action with a shoulder injury. Hope to see you back soon, Dudley.) Jim Somerville converted to the Hornet and Roger Lavers to the LS7. Well done guys.

### **Congratulations**

To Alan Midwood on his first solo and to Bob Ward for winning the Decentralised Competitions with his brace of 1000km flights. Dudley Waters turns 75 on Monday 19<sup>th</sup> June. We are having a birthday BBQ dinner for him at the club on Saturday 17<sup>th</sup>. Dianne Bell is catering. The food will be \$8 per person. RSVP to Murray by 11<sup>th</sup> June.

### **Thanks**

To Bob Ward for helping out with towing when Des Cramer took ill, to George Lee and Allan Latemore for their help on the same day when Shane Andersen also fell sick. To Dudley for his work when the earthmoving was on.

### **Chinchilla Flyaway Weekend**

Our third for the year and the most ambitious to date. It was very enjoyable, as well as successful. The Grob and Puchacz WQX were towed out on Friday 19<sup>th</sup> by Stow Kentish in C180 MDK. Chrissie and Anthony Wetherspoon, Shane Andersen, Denis Lambert and Stow all put a lot of effort into this expedition and of course, made their own good luck. 46 flights were made over the two days for a total of 18.5 club hours. Robert Bradley, Mark Robertson, Paul Owens and Tony Cavanna made the trip out to Chinchilla on the Saturday, with Rob putting on two very spectacular glider-handling demonstrations for the Chinchilla Show. Mark rode shotgun in the rear seat for the second run (he drew the short straw.) On Saturday night the CHCH Aero Club hosted a spit roast dinner which was enjoyed by all. Sunday saw an early start for everyone with preparations for a "mile high" dual tow for the winners of the raffle. Part of the proceeds of the raffle was donated to the Queensland Cancer Fund. After repeated attempts to de-ice the wings of both gliders, the launch eventually got under way and with a further bonus of a photographer recording the event from a helicopter. Peter Griffiths and Lars Zehnder made a spectacular arrival in the Nimbus 4DM. There is now renewed interest in developing a CHCH gliding club. Very well done, there will now be a winter recess of flyaway weekends until the big one in Toowoomba in September.

### **Courses**

Josh D'Arcy from Pittsworth has started a one-week ab-initio course.

### **Farewell**

To Peter Griffiths' Ventus, RG, which now lives in South Australia. Peter now has a very tidy hangar.

### **Coming Events**

Event	June	July	August	Contact
Working Bee/BBQ	Sat 03	Sat 08		Trevor Hamley
Ab-initio Course	29 May ~ 02 Jun	03 - 07 31 - 04 Aug		Peter Bell
Scouts/Guides	Sat 17 Sat 24	Sat 15 Sat 29	Sat 12 Sat 26	Tony Barker
Pylon race	Sat 03	-	-	Denis Lambert
Corporate Events	Sat 03 Sun 04	-	-	
Youth Scholar. Evaluations	-	Sat 16 Sun 17  Sat 22 Sun 23	-	Trevor Hamley
Midweek Flying	Thu 01 Fri 02	Thu 06 Fri 07	Thu 03 Fri 04	Peter Bell

Committee Meeting	Sat 10	Sat 15	Sat 12	Kevin Senz
Olympic Torch Relay	Sat 10	-	-	Murray Knight
Queen's B'day Flying	Mon 12	-	-	Peter Bell
Club General Meeting / BBQ	-	Sat 15	-	Kevin Senz
Instructors Meeting	Fri 09	Fri 14	Fri 11	Peter Bell
Dudley's BBQ	Sat 17	-	-	Murray Knight
Bus trip (+DDAC)	-	Sun 16	-	Murray Knight
Brisbane Exhibition Hol. Flying	-	-	Wed 16	Shane Andersen
Club AGM	-	-	TBA	Kevin Senz